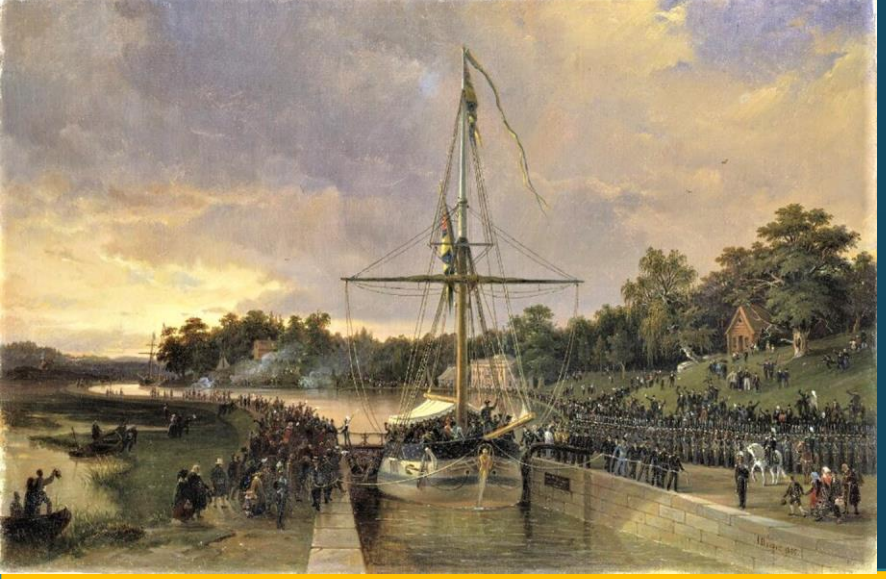


Wilhelm Tham på väg mot Lyrestad.

Sjöhistoriska museets foton

GÖTA CANAL

För att färdas bekvämt

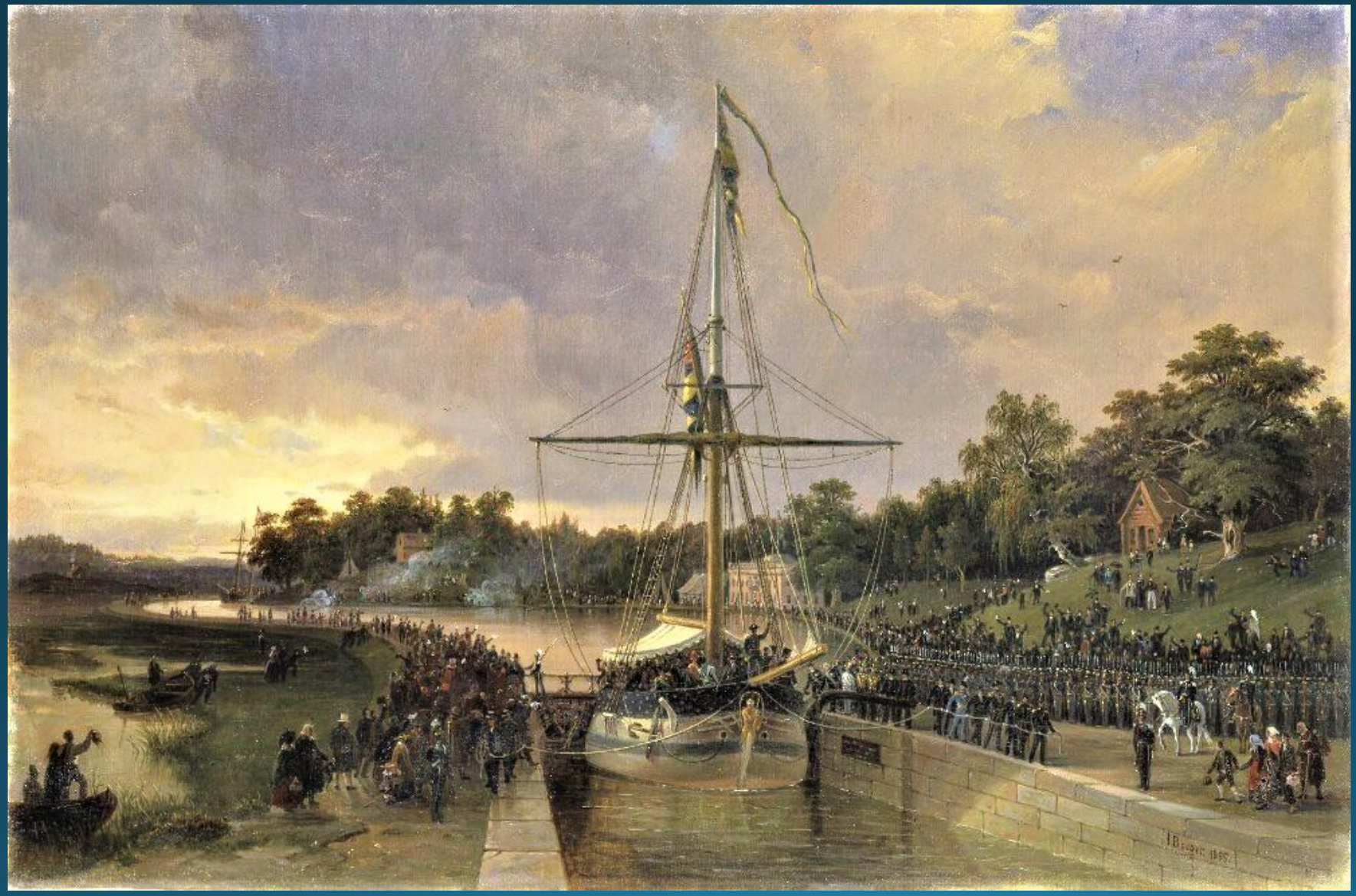
1 276 000 years one person work for one year (58 000 men x 22 years)

Indelta soldater, Livkompaniet. Jönköpings reg, l 12. Skillingaryd.

Using soldiers
As workforce
58 000 and
22 years work

Göta Canal

The opening of the Göta Canal at Mem in 1832



https://commons.wikimedia.org/wiki/File:MS_Wilhelm_Tham_01.JPG

För att färdas bekvämt

Sjöhistoriska museets foton

Wilhelm Tham på väg mot Lyrestad.

Sjöhistoriska museets foton

Byggår 1874 på Motala Verkstad

The project was inaugurated on 11 April 1810 with a budget of **24 million Swedish riksdalers.** It was by far the greatest civil engineering project ever undertaken in Sweden up to that time, taking 22 years of effort by more than 58,000 workers.

Year 1810 and the value 2020 of 24 million is 2 758 million

But just think of the cost of labour to day

1 300 000 work years

300 000 kronor a year x 1 300 000

390 000 000 000 kronor cost of labour

Labour cost to day to build?

390 billion swedish kronor

1 276 000 years one person work for one year (58 000 men x 22 years)

Indelta soldater,
Livkompaniet.
Jönköpings reg, I 12.
Skillingaryd.

Using soldiers
As workforce
58 000 and
22 years work

The route of the Göta Canal (in blue)

The Göta Canal (Swedish: Göta kanal) is a Swedish canal constructed in the early 19th century. The canal is 190 km (120 mi) long, of which 87 km (54 mi) were dug or blasted, with a width varying between 7–14 m (23–46 ft) and a maximum depth of about 3 m (9.8 ft).

Lock at Lilla Edet, built in 1916, and the last lock on a westward journey. The original lock was opened in 1607 and was the first lock in Sweden.

Description Göta Canal

These days the canal is primarily used as a tourist and recreational attraction. Around two million people visit the canal each year on pleasure cruises - either on own boats or on one of the many cruise ships - and related activities. The canal sometimes is ironically called the "divorce ditch" (Swedish: skilsmässodiket) because of the troubles that unexperienced couples have to endure while trying to navigate the narrow canal and the many locks by themselves.

The Göta Canal

The Göta Canal is a part of a waterway 390 km (240 mi) long, linking a number of lakes and rivers to provide a route from Gothenburg (Göteborg) on the west coast to Söderköping on the Baltic Sea via the Trollhätte kanal and Göta älv river, through the large lakes Vänern and Vättern. This waterway was dubbed as Sweden's Blue Ribbon (Swedish: Sveriges Blå Band). Contrary to the popular belief it is not correct to consider this waterway is as a sort of the greater Göta Canal: the Trollhätte Canal and the Göta Canal are completely separate entities. The idea of a canal across southern Sweden was first put forward as early as 1516, by Hans Brask, the bishop of Linköping. However, it was not until the start of the 19th century that Brask's proposals were put into action by Baltzar von Platen, a German-born former officer in the Swedish Navy.

King Charles XIII

Charles XIII, who saw the canal as a way of kick-starting the modernisation of Sweden. Von Platen himself extolled the modernising virtues of the canal in 1806, claiming that mining, agriculture and other industries would benefit from "a navigation way through the country

Know how from Thomas Telford

Much of the expertise and equipment had to be acquired from abroad, notably from Britain, whose canal system was the most advanced in the world at that time. The Scottish civil engineer Thomas Telford, renowned for his design of the Caledonian Canal in Scotland, developed the initial plans for the canal and travelled to Sweden in 1810 to oversee some of the early work on the route. Many other British engineers and craftsmen were imported to assist with the project, along with significant quantities of equipment - even apparently mundane items such as pickaxes, spades and wheelbarrows.

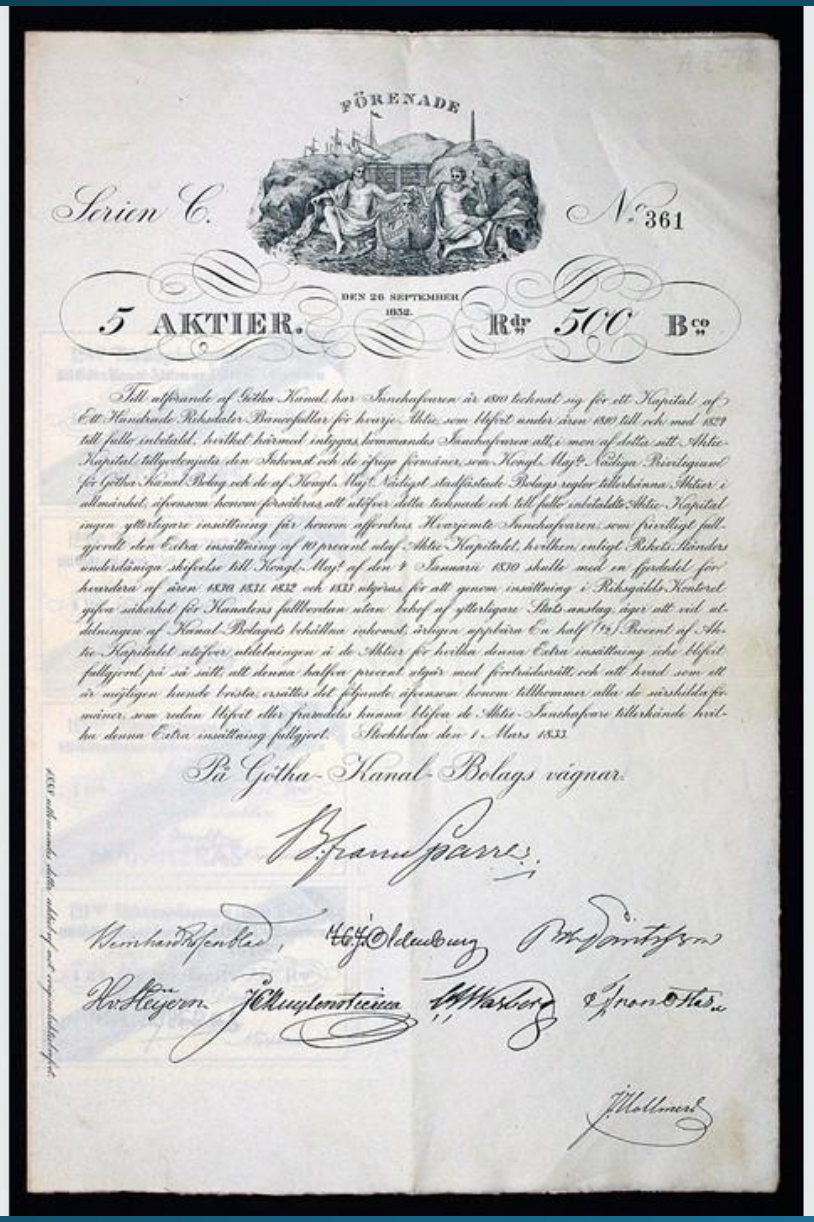
Baltzar von Platen

Count Baltzar Bogislaus von Platen (29 May 1766 – 6 December 1829) was a Swedish naval officer and statesman. He was born on the island of Rügen (now Germany) to Philip Julius Bernhard von Platen, Field Marshal and the Swedish Governor General of Pomerania, and Regina Juliana von Usedom.

The canal enabled vessels travelling to or from the Baltic Sea to bypass the Øresund and so evade the Danish toll. In 1851, the tycoon André Oscar Wallenberg founded the Company for Swedish Canal Steamboat Transit Traffic to carry goods from England to Russia via the canal. However, it only ran two trips between St Petersburg and Hull via Motala before the Crimean War halted Anglo-Russian trade. After the war ended, the great powers pressured Denmark into ending the four-hundred-year-old tradition of the Sound Dues, thus eliminating at a stroke the canal's usefulness as an alternative to the Øresund.

Ångbåten Wilhelm Tham

Foto vid Bergs slussar 1945



FÖRENADE

Serien C. N:o 361

DEN 26 SEPTEMBER 1832.

5 AKTIER. Rdr 500 Bco

Till utförande af Götha Kanal, har Innehafvaren år 1810 teknat sig för ett Kapital af Ett Hundrade Riksdaler Bancofullar för hvarje Aktie, som blifvit under åren 1810 till och med 1824 till fullo inbetald, hvilket härmed intygas, kommandes Innehafvaren att, i men af detta sitt Aktie-Kapital tillgodonjuta den Inkomst och de öfrige förmåner, som Kongl. Maj:ts Nådiga Privilegium för Götha Kanal Bolag och de af Kongl. Maj:t Nådigst stadfästade Bolags regler tillerkänna Aktier i allmänhet, äfvensom honom försäkras att utöfver detta teknade och till fullo inbetaldte Aktie-Kapital ingen ytterligare insättning får honom affordras Hvarjemte Innehafvaren, som frivilligt fullgjordt den Extra insättning af 10 procent utaf Aktie-Kapitalet, hvilken, enligt Rikets Ständers underdåniga skifvelse till Kongl. Maj:t af den 4 Januarii 1830 skulle med en fjerdedel för hvardera af åren 1830, 1831, 1832 och 1833 utgöras, för att genom insättning i Riksgälds Kontoret gifva säkerhet för Kanalens fullbordan utan behof af ytterligare Stats anslag, äger att vid utdelningen af Kanal-Bolagets behållna inkomst, årligen uppbära En half (½) Procent af Aktie-Kapitalet utöfver utdelningen å de Aktier för hvilka denna Extra insättning icke blifvit fullgjord, på så sätt, att denna halfva procent utgår med företrädesrätt, och att hvad som ett år möjligen hunde brista, ersättes det följande, äfvensom honom tillkommer alla de särskilda förmåner, som redan blifvit eller framdeles kunna blifva de Aktie-Innehafvare tillerkände hvilka denna Extra insättning fullgjort. Stockholm den 1 Mars 1833.

På Götha-Kanal-Bolags vägnar.

Share of the Göta Canal, issued 1. March 1833

GÖTA HOTELL
KABEL
WASA LEJON

Cestlavie